

**MINUTES FOR May 6, 2010**  
**MEETING OF THE PEDESTRIAN AND TRAFFIC SAFETY ADVISORY COMMITTEE**

**Members Present:** Ramin Assa; Bill Bronrott, Vice Chair; John Britton, Municipal League; Justin Clarke, MNCPPC; James D’Andrea, MCPS; David Sharp; Steve Friedman; Arthur Holmes, MCDOT Director; Erwin Mack, Chair; Alan Migdall; Alyce Ortuzar; Peter Moe, MSHA; Richard Romer representing Councilmember Ervin; Jack Strausman; Ken Hartman, BCC Regional Service Center

**Members Absent:** Lt. James Humphries, MCPD; Colleen Mitchell

**County Staff:** Jeff Dunckel, Pedestrian Safety Coordinator, MCDOT; Margaret Boumel, MCDOT, SRTS; Will Haynes; MCDOT-DTEO; William Selby, MCDOT

**Guests:** Jocelyn Santos, Richard Hoyer, ACT; Kristen Santos, MC LEAD; Jeremi Lecuyer, MC LEAD; Cecilia Nicolich, MC LEAD; Daniel Moya, MC LEAD

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| 1. Committee Business:   | Erwin H. Mack, Chair             |
| - Review Minutes from March Meeting – Approval/Changes           |                                  |
| - Introduction of New Committee Member: David Sharp              |                                  |
| - Selection of candidates for new terms                          |                                  |
| - StreetSmart March 23 Kickoff                                   |                                  |
| 2. MC*LEAD Presentation on Pedestrian Safety and Crosswalks      | Kristen Santos; Cecilia Nicolich |
| 3. Silver Spring Library Pedestrian Safety Plan - Process        | Daniel Moya; Jeremi Lecuyer      |
|  | Will Haynes                      |
| 4. CountyStat – March 19, 2010 Presentation                      | Jeff Dunckel                     |
| 5. Subcommittee Reports, Updates, and Recommendations:           |                                  |
| - Innovative Pedestrian Signal Engineering                       | Alan Migdall                     |
| - Speed Humps  | John Britton                     |
| - Sidewalks-Ped Network  | Alyce Ortuzar; Ramin Assa        |
| - Bicycle Access and Safety                                      | Peter Moe; Steve Friedman        |
| Report on Legislative Session                                    |                                  |
| 6. County Council Review of Pedestrian Safety Budget – FY 11     | Jeff Dunckel                     |
| 7. The Blue Ribbon Panel Report on Pedestrian and Traffic Safety | Bill Bronrott                    |
| - Recommendations yet to be fulfilled                            |                                  |
| - Issues to keep in mind for coming years                        |                                  |
| 8. New Business/Committee Comments:                              | Committee                        |
| - New Business: Appointment of Vice-Chair                        |                                  |
| Invitation to attend joint meeting with SSCAB                    |                                  |
| Name of Colleen’s Baby   |                                  |
| - Next Scheduled Meeting Date: July 1, 2010                      |                                  |
| 9. Adjourn   |                                  |

Chairman Erwin Mack called the meeting to order at 7:02 pm, first announcing the successful delivery of Colleen Mitchell's new baby girl. Mack then introduced Item 2 of the Agenda: MC\*LEAD Presentation.

## **2. MC\*LEAD Presentation on Pedestrian Safety and Crosswalks**

Mack explained that he had been asked to be on a panel for Montgomery College. He was surprised to learn that he was on a panel to hear the presentation of a Montgomery College Leadership Program – Pedestrian Safety and Crosswalks. He was most impressed with the presentation and wanted the PTSAC to see it. Mack introduced the students to the PTSAC: Kristen Santos, Cecilia Nicolich, Daniel Moya, and Jeremi Lecuyer. The students made a power point presentation of their project on pedestrian safety, looking for solutions to the pedestrian safety issue. The presentation discussed the general Montgomery County pedestrian safety program, and then highlighted three features the students had found as potential techniques that may be employed in Montgomery County: the pelican lane markings and the zebra crosswalks, and the rapid flash beacon. The pelican markings, using zig-zag lines on road pavement, were introduced in the United Kingdom in 1969. The zig-zag lines alert motorists that a crosswalk is coming up. The zebra crosswalk was first introduced in 1949 in the United Kingdom, using blocks of black and white lines 16-inches to two-feet wide. The black lines are not pavement, but rather painted to highlight the contrast in of black and white. Pedestrian collision data seems to indicate the zebra crosswalk successfully reduced collisions.

The MC\*LEAD proposal for this project is to combine the use of the Pelican lane markings and the zebra crosswalk for use in heavily trafficked intersections, such as on Rockville Pike. It's use in New York City has shown it to be effective. MC\*LEAD estimated the cost to be \$300 per crosswalk, or \$1200 per intersection.

A third proposal was the rapid flashing beacon, as has been installed by the City of Rockville on Maryland Avenue. The MC\*LEAD project team field tested this rapid flashing beacon and found it to be highly effective at stopping vehicles for pedestrians to cross. The cost, however, was high, at \$18,000 per intersection. In looking at the County's FY 10 program budget, \$4.8 million is being spent on pedestrian safety. The team proposes reallocating \$1 million from new sidewalk construction and using it for enhanced crosswalk installations and maintenance.

Art Holmes complimented the group on an excellent presentation, and will have the County's Traffic Division look at the ideas that have been introduced. Rich Romer echoed Holmes comments, and cited Councilmember Ervin's interest in this. Romer handed out 5 Certificates of Appreciation to the team for their dedication to pedestrian safety and their research into better crosswalks. Bill Bronrott cited the heartening nature of seeing the work of the next generation of students and academicians getting involved in this issue that has now been discussed for 10 years - - he loved the Pelican. Bronrott pointed out that how walkable and bikeable a community is indicative of how liveable it is. Peter Moe (MSHA) stated he would take the presentation back to his State Pedestrian and Bicycle Coordinator and review the ideas with him; Moe stated that it was a very professional and admirable presentation. Steve Friedman cited the lack of cycling safety being addressed in the presentation, and that London has recently experienced 7 bicycling fatalities, bringing to question whether better facilities for bicycles were needed there. John Britton, adding his appreciation for the excellent presentation, stated he too was now a fan of the Pelican, and clarified that the City of Rockville was the only area jurisdiction, besides DC, to have the rapid flashing beacon light - - there are two in Rockville. Britton offered to connect the MC\*LEAD team to Rockville's Traffic Head to allow them to find out more about the success of this signal system. Britton stated he would like to follow up with the team, and he wanted to get the Pelican idea to his people. Ramin Assa asked about training on these systems; the team responded that driving schools were incorporating these systems in their education using video displays. Alyce Ortuzar wanted to know more about maintenance cost and comparative data where these beacon lights had been installed.

**ACTION: Jeff Dunckel will provide contact information for the MC\*LEAD Team to the Committee when the minutes are distributed.**

## **1. Committee Business:**

Dunckel introduced the minutes from the March meeting. Moe suggested not printing out everything for the meetings, such as the minutes - - to limit what is handed out at the meetings.

**MOTION:** Motion to accept the March 2010 minutes as drafted was moved, seconded, and approved unanimously.

Dunckel introduced David Sharp, as a new member to the PTSAC, replacing Doris DePaz who is no longer able to attend the meetings. Sharp has had a long history of being involved with the Commission for People with Disabilities and has worked for many years on access issues in the County. Sharp asked that the MC\*LEAD presentation be provided to the Commission for People with Disabilities, and wanted to know whether there were statistics on whether any of those involved in pedestrian collisions were mobility- or visually-impaired.

Dunckel informed the Committee that three PTSAC membership positions were up for selection; two are now filled by incumbents who can apply for reappointment: Alyce Ortuzar and Ramin Assa. The third position is being vacated by Bill Bronrott who is completing his second full term; a replacement will need to be selected for him. Interviews will be conducted in June, with a recommendation to be made to the County Executive by July.

Dunckel informed the Committee that the March 23 Kick-off of the Spring Street Smart Campaign was successful, with a lot of good media attention being generated. The event involved a speed demonstration on Sligo Avenue, that illustrated how slower speeds reduce the impact on pedestrian collisions, and enabling drivers to avoid collisions. Photos and video of the demonstration are on Pedestrian Safety website.

## **7. The Blue Ribbon Panel Report on Pedestrian and Traffic Safety - Bill Bronrott:**

Bill Bronrott, the original member from the days of the Blue Ribbon Panel on Pedestrian Safety, accepted a new Presidential appointment on April 27 as Deputy Administrator at the U. S. Department of Transportation, heading the Federal Motor Carrier Safety Administration, resigning his position of 12 years in the Maryland House of Delegates, representing the 16<sup>th</sup> District. Bronrott thanked the Committee for their partnership, pleased that the pedestrian safety issues has become a focus in Montgomery County, while recognizing that there is still a lot of work to do.

Bronrott directed the PTSAC to the Executive Summary of the original Blue Ribbon Panel report, encouraging the Committee to “stay near it,” as it has many ideas and recommendations that are good guidance to successfully improve the safety of our pedestrians and bicyclists. Bronrott also handed out a document prepared by the PTSAC in 2007, for the then-new Leggett Administration, “20 Steps in the first 12 Months of the New Administration,” which culled out of the original Blue Ribbon Panel Report things the Committee felt needed more work and attention. Bronrott encouraged the PTSAC to use these two documents as a tool to guide us on what we need to do.

Bronrott asked Dunckel to lead the Committee through a review of the 20 Steps/Blue Ribbon Panel recommendations, letting everyone know where we stand - - are we there or not?

Dunckel reviewed the 20 Steps: the Pedestrian Safety Coordinator position was moved to DOT because that was where much of the work was being performed; the PTSAC term was extended; Police are hiring a Data Analyst; Additional Construction Inspectors were not hired because of the slump in new construction - - existing inspectors have been educated that pedestrian safety and access are a top priority and are doing a better job of enforcement; CountyStat review uses data to target the hot spots where ped collisions are occurring (High Incidence Areas, HIAs); education is not being funded; targeted education and enforcement in the HIAs will continue; use of Pedestrian and

Traffic Safety Audits to identify needs of the HIAs is providing a holistic approach to the problems; education is being coupled with enforcement - - the two go hand in hand; Bronrott clarified that the original program envisioned quarterly or seasonal outreach educational efforts that correlated with events like back to school, end of daylight savings time, etc.; money for enforcement has been increased – resulting from available speed camera revenues; pedestrian safety curriculums in the schools has not gone any where; SRTS Coordinator position has been authorized and is now being refilled; Driver education has been using PIO videos – Drive Safe has developed a ped safety component to their drivers education program; more schools are getting involved with Walk to School Day each year; in terms of engineering, MCDOT is launching full scale engineering improvements - - less about the planning than it is about the building; signal timings are being changed and the new Road Code language has made for more pedestrian friendly roadways in the future; SRTS engineering improvements has had the funding increased due to the early success of reducing ped collisions at these locations; Will Haynes was hired as the County's new Pedestrian Safety Engineer, which has been a huge step forward.

Bronrott asked if there was a good connection between the Pedestrian Safety Coordinator and the County Executive's Office, as had been the intent of the original Blue Ribbon Report - - was there access to the 2<sup>nd</sup> Floor? Dunckel cited the involvement of Tom Street and the participation of the Steering Committee (including the Regional Service Center Directors) in directing the program, as well as the involvement of the PTSAC and the Implementation Group. Holmes cited the CountyStat Quarterly Review of the program, where the CAO chairs the reviews. Bronrott encouraged the PTSAC to use both the Blue Ribbon Panel Report and the 20 Steps document as a check list for Pedestrian Safety.

**MOTION:** Mack requested a motion that Mack and Dunckel prepare a letter expressing the Committee's appreciation for his work with the Committee, the contributions made by Bill Bronrott and his leadership in improving pedestrian safety. The motion was moved and seconded, and passed unanimously.

Dunckel commented that Bronrott's recommendation to revisit these past recommendations may be very appropriate when the budget for pedestrian safety is discussed. The rubber hits the road where the money is allocated. Alan Migdall requested that Bronrott, as the person with institutional memory, prepare an annotated version of the Executive Summary of the Blue Ribbon Report and the 20 Steps to inform the Committee with his ideas of what needs to be carried forward.

**MOTION:** Bronrott moved that a letter be sent to the President of Montgomery College, copying the students' on team MC\*LEAD, informing the President of the excellent presentation made by the students tonight. The media (i.e. John Wetmore's Perils for Pedestrians and area blogs) should be informed of this presentation made. Peter Moe agreed to give the contact information of John Wetmore to Kristen Santos for her to contact him. The motion was seconded and passed unanimously.

#### **8. New Business/Committee Comments:**

Appointment of Vice-chair. With Bronrott's departure, a new Vice-chair is needed for the PTSAC. Mack suggested that Colleen Mitchell would be a very good person to assume this role. Mitchell told Mack she would accept the position if the Committee wanted her to be Vice-chair. There being no objection, Colleen Mitchell will serve as Vice-chair with the departure of William Bronrott

Next scheduled meeting date: the next two meetings will occur just before holidays: July 4<sup>th</sup> and Labor Day. The September meeting will be moved to September 16. July 1 will remain the date for the July meeting.

## **5. Subcommittee Reports, Updates, and Recommendations:**

Alyce Ortuzar explained that her current contracting job is very demanding and unpredictable, making it impossible to plan and schedule meetings, and therefore Mack will be passing the Chairmanship of the Sidewalk-Ped Network Committee to Ramin Assa. The Sidewalk committee will be comprised of Assa, Rich Romer, and Alyce Ortuzar. Assa may ask others to join the committee.

## **3. Silver Spring Library Pedestrian Safety Plan - Process**

Dunckel handed out a scope/description of a Pedestrian Safety Impact Statement and Safety Plan that DGS is going to perform for the Silver Spring Library. The intent is to address impacts to pedestrian safety from construction of the library, and identify measures that can be taken to protect and improve pedestrian safety with this project. Will Haynes is advising DGS as they execute this study. DGS has asked to come back to the PTSAC and discuss the results of this study when it is completed, with the series of recommendations they will be making. Haynes discussed the effort: Step 15 from the “20 Steps” document describes the need to incorporate pedestrian safety into project planning under Local Area Transportation Review (LATR). That is what we are trying to enforce with a lot of the development moving forward. It has been a struggle. The Silver Spring Library, a County project, is a good opportunity to put this approach to the test. Our County’s pedestrian safety impact guidelines have incorporated the LATR guidelines into what we are requiring. The study will involve the conducting of an audit, similar to what is done for our High Incidence Area studies. Justin Clarke asked about the designation of studying a ¼ mile “maximum” radius; Haynes explained that in this urban district, they were trying to select a reasonable area, but are not necessarily limited to ¼ mile if other locations of concern are identified. Moe’s comment was a scope is only as good as the person overseeing it; he was glad to hear Will was involved with it. David Sharp expressed that the disabilities community were disappointed that the Pedestrian Bridge was not approved; ADA accessibility at the street level will be one of the issues addressed in the study, said Haynes. Bronrott asked that utility pole placement in the redevelopment be addressed as needed to assure access. Sharp asked who would be reviewing the study and plan; DGS is performing the work – it will be reviewed by Traffic Operations and anyone else identified as needing to review it.

## **5. Subcommittee Reports, Updates, and Recommendations:**

### ***Bicycle Access and Safety - Peter Moe; Steve Friedman:***

Steve Friedman reported that from the perspective of the bicyclist community, the 2010 Legislative Session was a very successful one: this was the greatest number of Bills that have ever gone before the Assembly. A letter was sent by the PTSAC to the Office of Intergovernmental Relations supporting three issues covered in two Bills: a Bill repealing the mandatory requirement for bicycles to use the shoulder and allowing bicycles to ride in a crosswalk, and a second Bill mandating a three-foot passing law. Friedman cited the “One Less Car” summation of the laws as the best description he had seen. Additional Bills passed that benefit cyclists include: two funding Bills - - Transportation Transparency and Funding for Pedestrian and Bicycle Access - - and the creation of a Blue Ribbon Panel to study the funding needs for short and long-term funding needs (for pedestrian and bicycle facilities.) Friedman also cited the benefits of the limiting of cellphone usage as a benefit to both pedestrians and cyclists. Friedman expressed concern that both the three-foot passing law and the cellphone law could use some strengthening in future legislation. Migdall asked to consider the contributory negligence issue in future discussions on legislation. Bronrott recommended supporting in the future a criminal negligence bill for use of ignition interlock devices, being sponsored by Delegates Ben Kramer and Lou Simmons.

Justin Clarke also announced that he would be leaving the committee as the MNCPPC representative.

**ACTION:** Mack asked the Committee to move an action thanking Justin Clarke for his term of service and the support he has given the Committee. The action was moved, seconded, and unanimously approved.

**6. County Council Review of Pedestrian Safety Budget – FY 11 - Jeff Dunckel:**

Dunckel explained the history of the FY 10 Pedestrian Safety Budget: survived two rounds of cuts at the County Council, but looks to be reduced in the last third round of cuts. There will likely be reductions in next years ped safety budget, but it is premature to say what they will be as they are now being debated in the Council. Some of the cuts being debated include: Street Smart funding may get cut back, signal timing assessment could be stretched out over a longer time period, increases in Safe Routes to School may have some of last years increases rolled back, and the crosswalk marking and maintenance program may not be bumped up as the PTSAC previously requested. MCDOT would like to have the PTSAC input earlier in the process next year, as next year is also shaping up as a tough budget year, with additional cuts likely. MCDOT would like the committee's input by September, so it can be incorporated into the next round of budget proposals.

Peter Moe recommended that a PTSAC meeting be dedicated (with nothing else on the agenda) to the evaluation of "how did we do, what's the money, and what do we need to focus on?" This should be an annual review at a strategic time to push the ped safety program and budget forward. The September meeting was recommended as the appropriate time - - that is when the budget is first assembled. There needs to be a discrete meeting for this function only. Mack directed that this would be on the agenda for September; MCDOT will provide the PTSAC with the FY 11 budget, with explanations, at the July 1 meeting.

**4. CountyStat – March 19, 2010 Presentation**

Dunckel handed out the 6<sup>th</sup> County Stat Power Point Presentation, and discussed some of the highlights: 2009 ped collision data is still missing the 4<sup>th</sup> Quarter, but third quarter report looks promising; Migdall cited that the current numbers show a slight improvement in the direction of pedestrian collisions – the increase is declining for the first time; Traffic Calming has demonstrated excellent reductions in pedestrian collisions and speeds; SRTS continue to show positive results in decreasing collisions; speed cameras appear to be having a positive effect; accidents on State roadways are more numerous and more severe; stay the course was the conclusion - - preliminary results are promising.

Bronrott asked how do we communicate all this to the County Executive and the Council, especially in light of our budget needs and requests? Dunckel cited the traditional budget process followed. Bill Selby stated this year had been like none other in his 25 years of doing this. Ken Hartman and Rich Romer suggested having a session before the Transportation and Environment Committee in the Fall to discuss the program and it's initial success.

***Invitation to attend joint meeting with Silver Spring Citizens' Advisory Board:*** Mack stated that perhaps a future meeting will be held in Silver Spring with this group; Ken Hartman cited the interest of the Western Montgomery County Citizens' Advisory Board to hear about pedestrian safety - - there is a lot of interest from these citizens groups.

***Innovative Signal Design and Pedestrian Network Proposal:*** Migdall will confer with Assa and there will be a joint discussion on this at the next meeting.

***Speed Humps and Traffic Calming:*** John Britton handed out materials to be discussed at the next meeting.

**9.) Adjourn: Meeting Adjourned at 9:35 pm**

***Next Scheduled Meeting Date: July 1, 2010***